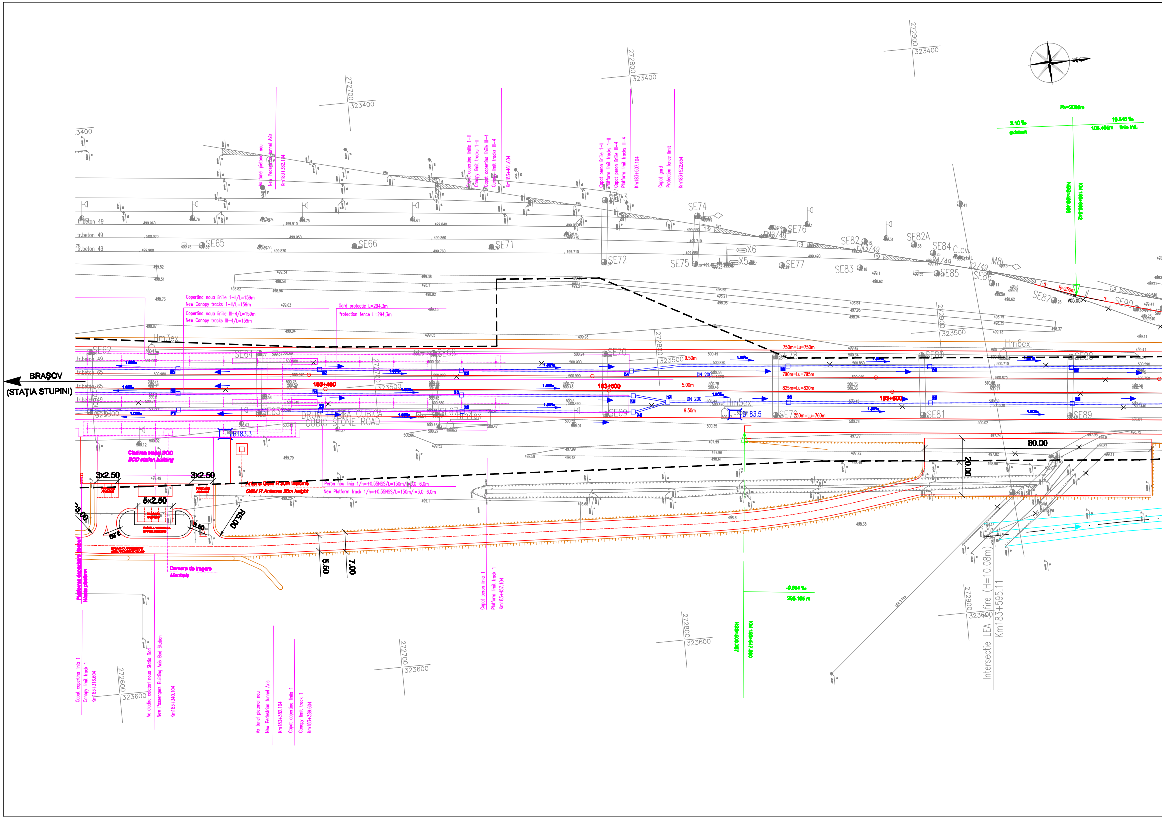
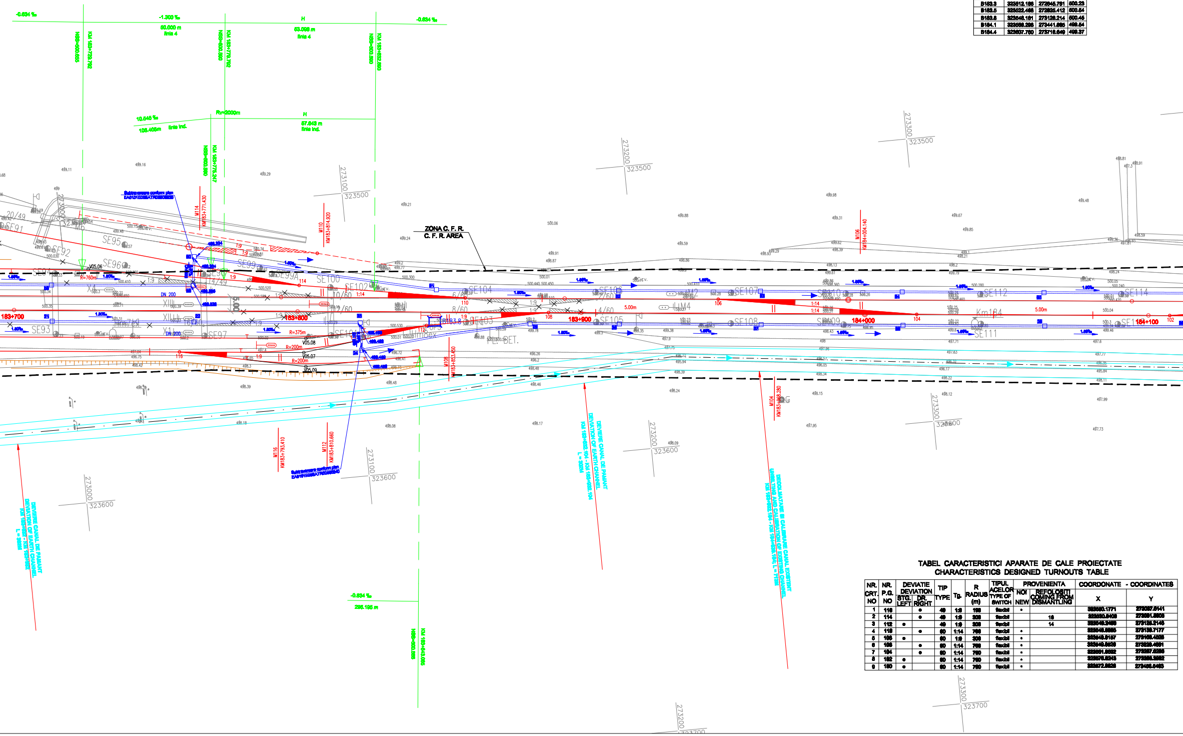

BRAȘOV
(STAȚIA STUPINI)
Ax tunel pietonal nou
New Pedestrian tunnel Axis
Km183+382.104
Capat copertina liniile 1–II
Canopy limit tracks 1–II
Capat copertina liniile III–4
Canopy limit tracks III–4
Km183+461.604
Capat peron liniile 1–II
Platform limit tracks 1–II
Capat peron liniile III–4
Platform limit tracks III–4
Km183+507.104
Capat gard
Protection fence limit
Km183+522.654
272700
323400
272800
323400
272900
323400
Rv=2000m
3.10 ‰
existent
10.545 ‰
105.405m
linie ind.
NSS=499.469
KM 183+668.842
Copertina noua liniile 1–II/L=159m
New Canopy tracks 1–II/L=159m
Copertina noua liniile III–4/L=159m
New Canopy tracks III–4/L=159m
Gard protectie L=294,3m
Protection fence L=294,3m
tr.beton 49
tr.beton 65
SE62
SE63
SE64
SE65
SE66
SE67
SE68
SE69
SE70
SE71
SE72
SE73
SE74
SE75
SE76
SE77
SE78
SE79
SE80
SE81
SE82
SE82A
SE83
SE84
SE85
SE86
SE87
SE88
SE89
SE90
Hm3ex
Hm4ex
Hm5ex
Hm6ex
X5
X6
M8
183+400
183+500
183+600
750m=Lu=750m
790m=Lu=795m
825m=Lu=820m
750m=Lu=760m
9.50m
5.00m
DN 200
B183.3
B183.5
DRUM PIATRA CUBICA
CUBIC STONE ROAD
Cladirea statiei BOD
BOD station building
3x2.50
3x2.50
5x2.50
R5.00
3.50
3.50
5.50
7.00
80.00
20.00
Antena GSM R 30m inaltime
GSM R Antenna 30m height
Peron nou linia 1/h=+0,55NSS/L=150m/l=3,0–6,0m
New Platform track 1/h=+0,55NSS/L=150m/l=3,0–6,0m
Camera de tragere
Manhole
Platforma depozitare deseuri
Waste platform
Capat copertina linia 1
Canopy limit track 1
Km183+316.604
272600
323600
Ax cladire calatori noua Statia Bod
New Passengers Building Axis Bod Station
Km183+340.104
Ax tunel pietonal nou
New Pedestrian tunnel Axis
Km183+382.104
Capat copertina linia 1
Canopy limit track 1
Km183+389.604
272700
323600
Capat peron linia 1
Platform limit track 1
Km183+457.104
272800
323600
-0.834 ‰
295.195 m
NSS=500.767
KM 183+347.890
LEA 3 fire
272900
323600
Intersectie LEA 3 fire (H=10.08m)
Km183+595.11



-0.634 ‰
-1.300 ‰
50.000 m
linia 4
H
63.098 m
linia 4
-0.634 ‰
10.646 ‰
106.405m
linia ind.
Rv=2000m
H
57.643 m
linia ind.
ZONA C. F. R.
C. F. R. AREA
183+700
183+800
183+900
184+000
184+100
Km184
5.00m
R=760m
R=375m
R=200m
DN 200
M114
KM183+771.430
M110
KM183+814.920
M106
KM184+004.140
M116
KM183+793.410
M112
KM183+810.650
M108
KM183+863.450
M104
DEVIERE CANAL DE PAMANT
DEVIATION OF EARTH CHANNEL
-0.634 ‰
295.195 m
SE91
SE92
SE93
SE95
SE96
SE97
SE99
SE100
SE102
SE103
SE104
SE105
SE107
SE108
SE109
SE110
SE111
SE112
SE114
116
114
112
110
108
106
104
102
1:9
1:14

TABEL COORDONATE BORNE RETEA
MILLE STONE COORDINATES TABLE

nr.borna mille stone no.	X [m]	Y [m]	Z [m]
B183.3	323512.186	272845.761	500.23
B183.5	323522.468	272925.412	500.54
B183.8	323546.181	273128.214	500.45
B184.1	323568.296	273441.865	499.54
B184.4	323607.760	273718.649	499.37

TABEL CARACTERISTICI APARATE DE CALE PROIECTATE
CHARACTERISTICS DESIGNED TURNOUTS TABLE

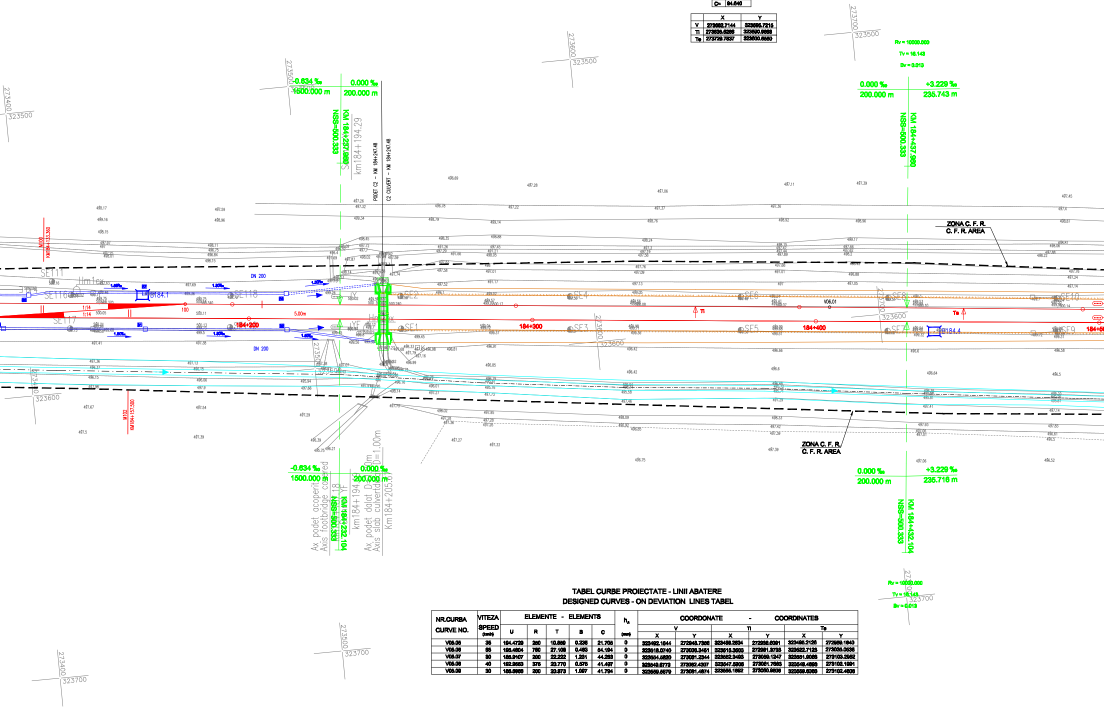
NR. CRT. NO	NR. P.G. NO	DEVIATIE DEVIATION		TIP TYPE	Tg.	R RADIUS (m)	TIPUL ACELOR TYPE OF SWITCH	PROVENIENTA		COORDONATE - COORDINATES	
		STG. LEFT	DR. RIGHT					NOI NEW	REFOLOSITI COMING FROM DISMANTLING	X	Y
1	116		●	49	1:9	190	flexibil	•		323530.1771	273037.6141
2	114		●	49	1:9	300	flexibil		16	323530.8408	273081.8805
3	112	●		49	1:9	300	flexibil		14	323549.2465	273125.2146
4	110		●	60	1:14	760	flexibil	•		323546.8665	273139.7177
5	108	●		60	1:9	300	flexibil	•		323549.8157	273169.4528
6	106		●	60	1:14	760	flexibil	•		323549.8828	273229.4681
7	104		●	60	1:14	760	flexibil	•		323561.9682	273287.8285
8	102	●		60	1:14	760	flexibil	•		323576.8243	273356.3062
9	100	●		60	1:14	760	flexibil	•		323572.8628	273456.5465

STAȚIA BOD

STAȚIA BOD/BOD STATION

V06.01	
V=	160
U=	199.7890
R=	26000
T=	47.320
B=	0.045
C=	94.640

	X	Y
V	273682.7144	323595.7215
Ti	273636.6266	323590.9668
Te	273729.7837	323600.6550

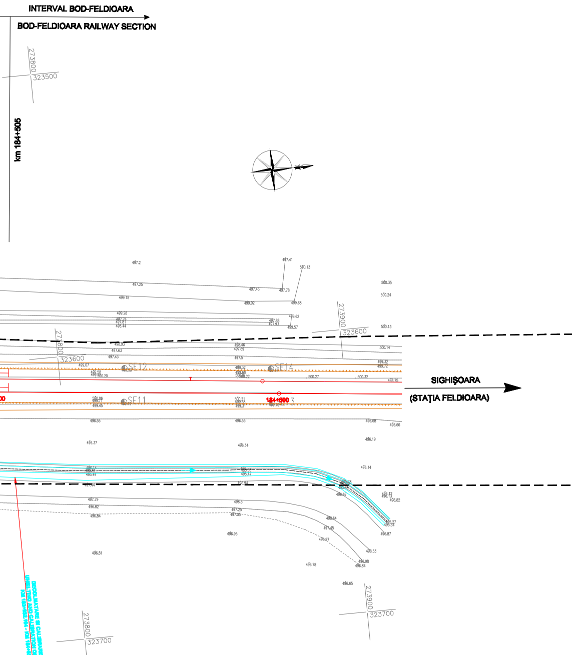


-0.634 ‰
1500.000 m
0.000 ‰
200.000 m
NSS=500.333
KM 184+237.986
km184+194.29
PODET C2 - KM 184+247.48
C2 CULVERT - KM 184+247.48
0.000 ‰
200.000 m
+3.229 ‰
235.743 m
NSS=500.333
KM 184+437.990
Rv = 10000.000
Tv = 16.143
Bv = 0.013
ZONA C. F. R.
C. F. R. AREA
M100
KM184+133.360
SE111
Hm1ex
SE116
SE118
SE117
B184.1
DN 200
1:14
100
5.00m
184+200
184+300
184+400
SF2
SF1
SF4
SF3
SF6
SF5
SF8
SF7
SF10
SF9
V06.01
Ti
Te
B184.4
M102
KM184+157.500
-0.634 ‰
1500.000 m
0.000 ‰
200.000 m
Ax. podet acoperit 18
Axis footbridge covered
NSS=500.333
KM 184+232.104
km184+194.29
Ax. podet dalat D=1.00m
Axis slab culvert D=1.00m
Km184+205.61
0.000 ‰
200.000 m
+3.229 ‰
235.716 m
NSS=500.333
KM 184+432.104
273400 323500
273500 323500
273600 323500
273700 323500
273400 323600
273500 323600
273600 323600
273700 323600
273500 323700
273400 323700
273700 323700

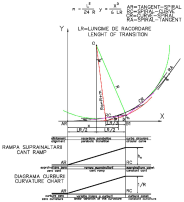
TABEL CURBE PROIECTATE - LINII ABATERE
DESIGNED CURVES - ON DEVIATION LINES TABEL

NR.CURBA CURVE NO.	VITEZA SPEED (km/h)	ELEMENTE - ELEMENTS					h_a (mm)	COORDONATE - COORDINATES					
								V		Ti		Te	
		U	R	T	B	C		X	Y	X	Y	X	Y
V05.05	35	194.4729	250	10.869	0.236	21.705	0	323492.1844	272948.7366	323488.2534	272938.6091	323496.2126	272959.1840
V05.06	65	195.4604	750	27.108	0.493	54.194	0	323518.0740	273008.3451	323515.3603	272981.3733	323522.7125	273035.0636
V05.07	30	185.9107	200	22.222	1.231	44.263	0	323554.5820	273081.2344	323552.3493	273059.1247	323551.9066	273103.2962
V05.08	40	192.9553	375	20.770	0.575	41.497	0	323549.6773	273082.4307	323547.5906	273061.7663	323549.4693	273103.1991
V05.09	30	185.5966	200	20.973	1.097	41.794	0	323559.5579	273081.4874	323556.1992	273060.9606	323559.6366	273102.4606

1 2



INTERVAL BOD-FELDIOARA
BOD-FELDIOARA RAILWAY SECTION
km 184+505
273800
323500
273900
323600
SF12
SF14
SF11
184+600
SIGHIŞOARA
(STAŢIA FELDIOARA)
323700
DECOLMATARE SI CALIBRARE CANAL EXISTENT
UNSILTING AND CALIBRATION OF EXISTING CHANNEL



m = L²/24 R
y = X³/6 LR
AR=TANGENT–SPIRAL
RC=SPIRAL–CURVE
CR=CURVE–SPIRAL
RA=SPIRAL–TANGENT
LR=LUNGIME DE RACORDARE
LENGHT OF TRANSITION
Y
O
X
R
Ro=R+m
RA
CR
RC
AR
B1
LR/2
LR/3
x
aliniament / alignment
racordare parabolica / parabolic transition
curba circulara / circular curve
RAMPA SUPRAINALTARII
CANT RAMP
supraînaltare zero / zero cant
rampa supraînaltarii / cant ramp
supraînaltare const / constant cant
DIAGRAMA CURBURII
CURVATURE CHART
1/R
curbura zero / zero curvature
variatia liniara a curburii / linear variation of the curvature
curbura const / constant curvature

TABEL CU LINIILE C. F. PROIECTATE
RAILWAY DESIGNED LINES TABLE

NR. CRT. CURRENTT NO	DENUMIREA LINIEI C.F. DENOMINATION OF THE RAILWAY LINE	DE LA FROM	PRIN BY	PANA LA TO	LUNGIMEA CONSTRUCTIVA CONSTRUCTIVE LENGHT (m)	LUNGIMEA REALA REALE LENGHT (m)	LUNGIMEA UTILA USABLE LENGHT (m)	TIPUL SINEI TYPE OF RAIL	OBSERVATII REMARKS
1	Linia 1 / Line 1	PJ111	112	PJ 108	957.51	836.84	750/750	UIC60	
2	Linia II - Fir I / Line II -Throug I	PJ101	107,111,108,104	PJ 102	1716.72	1411.41	826/820	UIC60	
3	Linia III-Fir II/ Line III-Throug II	PJ103	105,109,113,110,106	PJ 100	1716.69	1411.38	790/795	UIC60	
4	Linia 4 / Line 4	PJ113	114	PJ 110	927.32	806.64	750/750	UIC60	
5	Linie piata publica/Public market line	PJ116	-----	Buffer	227.14	200	200	49	
6	Linie evitare/Avoiding line	PJ116	-----	Buffer	66.36	41.23	50	49	

LEGENDA
LEGEND

Ax linie c.f. existent
Axis of existing railway line

Ax linie c.f. demontat
Demounted axis line of railway line

Aparate de cale existente
Existing turnouts

Aparate de cale demontate
Demounted turnouts

Name Level Borne de retea
Benchmarks

Ax linie c.f. proiectat
Axis of designed railway line

Aparate de cale proiectate
Designed turnouts

Marca proiectata
Designed marck

Semnal proiectat
Designed signal

Peron proiectat
Designed platform

Copertina proiectata
Designed canopy

Sant monolit de beton
Prefabricate concrete ditch

Dren longitudinal
Longitudinal drain

Ampriza sapatura/umplutura
Excavation/fillings at the work place of natural soil

Lucrari de consolidare
Consolidatio works

Lucrari de drumuri proiectate
Designed road works

D					
C					
B					
A					
Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANŢAT DE UNIUNEA EUROPEANĂ
EUROPEAN UNION FINANCED PROJECT

CLIENT / CLIENT

C.N.C.F. "C.F.R." - S.A.

CONSULTANT / CONSULTANT

			Data Date	Semnătură Signature
Aprobat Approved	Şef proiect Project manager	R. Liuzza		
Aprobat Approved	Coordonator Secţiune 1 Section 1 Coordinator	C. Gamboli		
Verificat Checked	Expert Verificator Checking Expert	S. MENICHINI		

SUBCONTRACTANT / SUBCONTRACTOR

Aprobat Approved	Responsabil Subcontractant Subcontractor Responsible	A.Stanciu - Dinulescu		
Întocmit Elaborated	Proiectant Designer	F. Mihai	11.2011	F. Mihai

Reabilitarea liniei de cale ferata Braşov - Simeria, parte componentă a coridorului IV Pan European, pentru circulaţia trenurilor cu viteza maximă de 160 km/h,
Tronsonul : Braşov - Sighişoara
Rehabilitation of the railway line Braşov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h,
Section : Braşov - Sighişoara

Proiect/Project
2004/RO/16/P/PA/003

Faza / Phase:
P.Th. / T.D.

Denumire desen / Drawing Title :

Plan de situaţie - Haltă mişcare Bod
Bod Railway Halt - Track Layout on designed plan

Codificare / Codification System	Scara / Scale 1:500	LOT / LOT	Nr. / No

E A 5 1 | 0 1 | C | 0 5 | L 8 | S L | 0 0 | 3 | 0 | 0 0 2 | 3